



Fall 2004

Embracing the Future...

Rapid Bridge Replacement Project in Epping Completed in Just Eight Days



August 21



August 23



August 27

It's not enough time to get into shape, lose 10 pounds or grow a new lawn. But eight days was all it took to put a new 120-foot long bridge in place over the Lamprey River in Epping and open it to traffic.

The planning for the bridge rapid-construction initiative took months of planning and only days to execute.

"I'm ecstatic, extremely happy," was the reaction of NHDOT Project Engineer Peter Stamnas (Bridge Design) as he reflected on how the construction project went. "I don't think it could have gone any smoother for the first time. It was very successful."

Fast tracking what is normally a four to six month project to eight days (8/19/04 to 8/27/04) was made possible through the use of precast, prestressed High Performance Concrete (HPC) components as a means of minimizing traffic delays and improving worker safety.

"In many ways it's really like a giant erector set," Stamnas says. "Everything is pre-made at a concrete casting facility, then shipped to the bridge site, assembled, and the reinforced connections grouted and sealed. Good communication is essential to make it go smoothly."

Only a handful of similar bridge replacement projects have been completed throughout the country, and this one is unique because it's totally precast concrete, including the substructures and footings.

Stamnas says this fast-track bridge replacement approach is more costly (20-25 % or more depending on the site), but calls it "another tool in the bag" that can be used effectively for certain projects, such as those which would require lengthy traffic detours or temporary bridges to maintain traffic.

(more on page 4)

Jackson's Honeymoon Timber Covered Bridge Gets a Makeover

About 128 years after it was built by a local carpenter and his brother, the Honeymoon Timber Covered Bridge in Jackson is looking good as new.

The 121-foot long bridge over the Ellis River at the intersection of NH Routes 16 and 16A has benefited from a \$833,000 rehabilitation and safety project that involved extensive repairs, a dry sprinkler system and fire suppression coating. Nearby slopes were also stabilized to prevent erosion and the approach guardrail was upgraded.

The Honeymoon Bridge is eligible for listing on the National Register of Historic Places.

...While Preserving the Past



Rehabilitation work on the Honeymoon Timber Covered Bridge in Jackson was completed in August 2004.

NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



On the Move



Commissioner's Corner

by
Carol A. Murray

Making Way For The Older Driver

It's one of the toughest decisions you'll ever have to make with or for your parents.

When is the right time for them to get out from behind the wheel of their car and stop doing what they probably have taken for granted for at least a half a century?

Research shows the consequences of taking away Dad's or Mom's driver's license can mean less activity and loneliness on the part of the parent, and anxiety and guilt on the part of the son or daughter who knows it's the right thing to do.

Or maybe that tough decision will involve yourself and your own eroding driving skills.

It's a difficult dilemma that more and more people are going to face in the coming decades. The United States has more than 18 million licensed drivers over 70 years old. A growing number of senior citizens have relied on being able to drive themselves from place to place for most of their lives.

According to a survey by the American Association of Retired Persons (AARP), the number of licensed drivers 65 years and older jumped from 61 percent in 1983 to 74 percent in 1996. This fastest growing segment of the population is expected to grow to 40 million licensed drivers by the year 2020. Most will be healthier and more independent, accustomed to the convenience that car travel provides.

Adding to the reliance on driving is the fact that many seniors now live in more suburban and rural places where alternative types of transportation, including trains and buses, are not available.

The physical challenges faced by older drivers are well known. The aging process can impair specific

functions related to driving skills, including vision, hearing, motor abilities, reaction time and short term memory.

Today's congested highways and faster speeds can make even a simple short trip to the store by car a dreaded necessity for older drivers.

The numbers show motor vehicle-related deaths among older adults are rising. The National Center for Injury Prevention and Control reports that between 1990 and 1997 the number of deaths rose 14% and the non-fatal injuries were up 19%.

In 2002, most traffic fatalities involving older drivers involved another vehicle (75%), and more than four-fifths (81%) of those crashes happened during daylight hours.

Given these trends, what can be done to reduce the risks to older drivers and those who share the roads with them?

According to a report by the Transportation Research Board, entitled *Transportation in an Aging Society*, "to meet the need of older people, a comprehensive strategy will need to be developed – one that encompasses all the substantive issues and links all the policy areas that affect the travel patterns of older people:

- Effective driver evaluation and retraining programs
- Better-designed cars and improved signage and information systems on roads and highways
- User-friendly public transportation networks
- Choice of transportation alternatives
- Well-designed land use and housing choices
- Cost-effective delivery of private and public services, and
- Coordinated delivery of human and social services."

Some of these strategies involve major capital expenditures. Others require new or more coordinated ways of thinking about transportation and land use.

The challenge in New Hampshire, like elsewhere, will be to make sure our growing senior population will have the kind of transportation options that will help make it a little bit easier for all of us when the time comes to hang up the car keys.



*Committed to Excellence,
Safety, Innovation, and the Future.*

Fall 2004

Governor.....Craig R. Benson
Commissioner.....Carol Murray
On the Move Editor.....Bill Boynton

PRINTED IN THE NHDOT PRINTSHOP ON RECYCLED PAPER

ROBERT D. GONYER

1964-2004



Robert Gonyer died on August 4, 2004 from injuries he received in an accident while performing his duties as a District One Patrol Foreman on Lost Nation Road in Groveton.

Robby was a friendly, outgoing young man who enjoyed hunting, camping, NASCAR, pig roasts, friends and most of all, his family. When you saw Robby, outside of work hours, he usually had one, if not all, of his sons with him. His family includes his high school sweetheart and wife Cassie, his son Ben, his twin sons Zachary and Hayden, and his mother, father and two brothers.

Robby was hired July of 1994 and became a Patrol Foreman in the Groveton Patrol Section in 2001. He will be remembered, by many, for his sense of humor, his boisterous laugh and a zest for life. Robby will be missed by all of us in District One.

Donations in Robby Gonyer's memory can be sent to:

Robert Gonyer Memorial Fund
Lancaster National Bank
1 Middle St.
Lancaster, NH 03584

Epping Bridge Built in Eight Days



He adds that the higher initial project costs should be compared to the savings by a shorter construction period to evaluate whether the higher additional cost is worth it. R.M. Piper, Inc. of Plymouth, New Hampshire was the general contractor for the \$1,047,000 project.

The NHDOT Contract Administrator for the project, Steve Ireland (Construction Bureau), describes the Epping bridge project as "very different...definitely a logistical challenge."

"There's a lot of planning and preparation, and a lot of thinking, over-thinking and re-thinking for a project like this," Ireland says.

Ireland credits the contractor (R.M. Piper) and the subcontractors for an excellent job.

"Everyone's attitude was, we're here to build a

bridge. To a person they were doing things above and beyond what they would normally be expected to do."

Steve Ireland estimates he and assistant Jon Titre together logged more than 200 hours of work during the eight days of construction. The key to pulling it off? "A lot of adrenaline, caffeine and sugar."

In fact, when the town of Epping held a ceremony to recognize the bridge on day number nine, most who built it politely declined the invitation to attend.

"I told them I was too tired," Ireland recalls. "I haven't seen my wife and kids in eight days and I'm going home."

The project's Bridge Design team: Mark Whittemore, Pete Stamnas, Jason Tremblay, Joe Patusky, and Doug Gamsby. From the Construction Bureau: Lynn Mayville, Steve Ireland and Jon Pitre.

(check out the project website and webcam at <http://webster.state.nh.us/dot/bridgecam/index.php>)

Frequently Asked Questions (and answers) About The Epping Rapid Bridge Replacement Project

What makes this project so unique?

This bridge was assembled and opened to traffic in less than two weeks. It would usually take four to five months to construct this bridge with conventional methods.

How was the bridge constructed so fast?

All structural components of this bridge are made of precast concrete enabling the bridge to be assembled very quickly. Most bridges constructed in NH utilize cast-in-place concrete foundations. Cast-in-place concrete requires time to build formwork, tie reinforcement, and time for concrete to cure in each piece of the foundation, increasing the time it takes to construct the bridge. The components used on this project are ready to use when they get to the site.

Why hasn't this technology been used in bridges before?

- 1) Cast-in-place concrete substructures have proven to be very versatile. They are easy to design and construct and are very durable when constructed properly. They have served the transportation infrastructure very well.
- 2) This new, totally precast concrete, technology introduces additional joints into the structure. Since joints can be a weak link in a structure, Engineers would typically prefer to minimize the number of joints in a bridge in order to reduce maintenance and make it last longer. Each foundation of this bridge would be built using five separate concrete pours if constructed with cast-in-place concrete. In contrast, each precast foundation used on this project is made of eleven pieces. Each of these individual pieces must be connected together to create a structure that acts in unison to support the bridge. A relatively new type of connector is being used to accomplish this. The performance of these joints/connections will be closely monitored.
- 3) Cost. Any time you accelerate construction, it costs more- in this case approximately 20-25% more.

Is this new technology safe?

The connector being used to connect the precast pieces has been used in Japan for a number of years with great success. It has also been used in this country by the building industry. The FAA is using this connector in the air traffic control towers they are constructing. The new tower under construction at the Manchester Airport is made of precast concrete components and uses this type of connection.

How does the traveling public benefit from this new technology?

This new technology can reduce construction related traffic delays on high volume roads by minimizing the duration of construction projects. This will improve work zone safety for both the traveling public and construction workers.

Bedford Toll Employees Mark Four Years Without a Lost Work Day Due to Injury

Maybe there is a little luck involved. But more likely it's been attention to detail and safety awareness around the clock that has resulted in an impressive run by the 40+ employees at the Bedford Toll Plaza of four years without a single day lost due to injury.

"It's a remarkable achievement when you think about the number of work hours involved, and the fact that it has also occurred during a construction project at the facility," Turnpikes Administrator Harvey Goodwin told a gathering of Bedford Toll employees at a picnic in their honor on September 16.

Harvey added that no lost days due to injury is good news both for employees and their families, and for the state.

"You've done a great job," Bedford Toll Supervisor Linda Cate told the gathered employees. "I couldn't have a more dedicated crew."



Several Bedford Toll employees gathered for a group photo on September 16 near the sign that keeps a running tally of the number of days worked at the facility without an injury. Turnpikes Administrator Harvey Goodwin (right) credited the employees "with constant awareness, 24/7" that has led to a milestone of four years without a lost day of work.

The Town of Enfield Works With The NHDOT to Get Results With Three Bridge Projects *Village Association Offers Design Input and Town Provides Additional Local Funding*

The Town of Enfield has three new bridges and the residents are very pleased with them. They should be, since the town got what it wanted by being actively involved in both the design and funding required for the \$5.2 million project.

Ceremonies were held on September 18 to mark the opening of the following new bridges: Main Street over the Mascoma River, Shaker Hill Road over the Mascoma River, and Shaker Hill

Road over the rail trail. Two Transportation Enhancement (TE) projects to extend sidewalks along Main Street and Shaker Hill Road were included in the project. The Town of Enfield paid for 20% (\$101,800) of the TE project and for ornamental lighting. The Enfield Village Association was actively involved in providing input for the project designs.

The project was designed by the final design section of Highway Design. Alex Vogt was project manager.



These before (2000) and after (September 2004) photos of the new Shaker Hill Road Bridge show the noticeable esthetic improvements, including new black bridge rail and additional sidewalks featuring the red brick look.

Transportation Improvement Projects During the Summer of 2004

Bedford



Shopping isn't the only activity going on near where Macy's is located in Bedford. This bridge deck pour on NH Route 101 in late July is part of a large project that involves roadway and bridge reconstruction and new NH 101 westbound on and off ramps and reconstruction of Kilton Road and US Route 3.

Concord



As a symbol of a bygone era, a pole-mounted Huey helicopter welcomes visitors to the new NH Army National Guard's Army Aviation Support Facility (AASF) in Concord. A ribbon-cutting ceremony was held on August 4 for the \$19.8 million facility, which serves as home for the National Guard's Blackhawk helicopter fleet. The NHDOT's Bureau of Public Works oversaw the design and construction of the project.

Effingham-Freedom



The new NH Route 25 bridge over the Ossipee River in Effingham-Freedom is providing a smooth ride for traffic. The \$4.5 million project also includes removal of the existing bridge and the relocation of the NH Route 153 intersection.

Hudson



Drivers in Hudson are awaiting the completion of a project that's reconstructing and widening a three-quarter mile section of Route 3A from Wason Road to Executive Drive.

Albany



Work continues on the rehabilitation of 4.5 miles of NH Route 112 (Kancamagus Highway). This photo shows the realigned road making way for reconstructing the parking area at Rocky Gorge.

District 3 Constructs Median Islands for Traffic Calming Experiments



It's an ongoing challenge in communities across New Hampshire. How can you both slow down traffic and accommodate pedestrians? Working with local officials, District 3 personnel constructed two temporary median islands on US Route 3 in Meredith (above left) and NH Route 16 in Tamworth (above right) as experimental attempts at "traffic calming. The two islands are made of pre-cast concrete. The Meredith island was also landscaped by local merchants. Initial feedback was mostly positive at both locations.

Ossipee



A kayaker on the Bear Camp River checks out the progress of the bridge replacement project on NH Route 25. Also included in this \$4.49 million project is shoulder widening, sidewalks on both sides of NH 25 and a canoe access and parking area. The projected completion date is October 2005.



Conway



Major progress was made this summer on the widening and rehabilitation of a 2.2 mile section of NH Route 16 in North Conway. Included in the project are, signal upgrades and capacity improvements for the area referred to as "the strip". A sidewalk was also added on the southside of the road, in addition to replacing the north-bound sidewalk.

Boscawen-Canterbury

While traffic travels on a nearby temporary bridge, work continues on the replacement of the US Route 4 Bridge (Hanna Dustin Bridge) over the Merrimack River. This \$10.9 million project is scheduled for completion in July 2005.



NEW HIRES

Donna LaFrazia, Toll Attendant 1, Turnpikes
Christopher Macstravic, Engineering Aide 1, Planning
Paul Tierney, Highway Maintainer 2, District 3
Robert Allaire, Information Center Attendant 1, Turnpikes
Marie-Helene Bailinson, Hearings Examiner, Commissioner's Office

Gerald Ball, Welder Mechanic 1, District 3
Benjamin Provencal, Laborer, Traffic
Russell Lemire, Engineering Aide 1, Materials & Research
Kenneth Loomis, Survey Team Tech. 4, Highway Design
George Chaisson, Highway Maintainer 2, District 6
Alan Gray, Highway Maintainer 2, District 6

PROMOTIONS

Sarah Dyrkacz, Toll Attendant 1, Turnpikes
Kurt Melendy, Survey Team Technician 1, Highway Des.
Mark Aldrich, Highway Maintainer 2, District 2
Scott Magoon, Sr., Survey Team Tech. 1, Highway Design
Justin Parker, Survey Team Technician 1, Highway Des.
John Poole, Highway Patrol Foreman, District 5
David Morey, Warehouse Superintendent, Mech. Services
Michael Pillsbury, Civil Engineer 7, Highway Mainten.
William Kramer Jr., Highway Maintainer 2, District 2
Frank Patterson, Highway Maintainer 2, District 4
Christopher Daniels, Highway Maintainer 2, District 2
Dicky Eldridge, Highway Maintainer 2, District 2
James MacNichol, Highway Patrol Foreman, Turnpikes
Carl Ouellette, Construction Foreman, District 1
William Paul LaFlam, Ass't Highway Patrol Foreman, District 3

Jared Cloutier, Toll Attendant 1, Turnpikes
Dale O'Connell, Environmentalist 4, Environment
Nathan Powelson, Engineering Aide 1, Traffic
William Hebert, Maintenance Mechanic Foreman, Dist. 5
Steven Hurd, Highway Maintainer 2, District 6
Raymond Grogan, Bridge Maintainer 3, Bridge Mainten.
Dennis Perkins Jr., Ass't Highway Patrol Foreman, Dist. 6
Weldon Miller, Drawbridge Operator, District 6
Craig Bartlett, Bridge Maintainer 2, Bridge Maintenance
Joseph Burbee Jr., Maintenance Supervisor, District 2
David Almon, Highway Patrol Foreman, District 6
Michael Lane, Maintenance Supervisor, District 3
Stephen Debow, Highway Maintainer 3, District 3
Santo Irrera, Bridge Maintainer 2, Bridge Maintenance
Steven Benoit, Yard Supervisor, Mechanical Services

Service Award

RETIREMENTS (years of service)

Jean Blais, Highway Patrol Foreman, District 6 (22)
Rita Hutchinson, Right-of-Way Abstractor, ROW (28)
Donald Leighton, Right-of-Way Appraiser 4, ROW (34)
Robert McKinnon, Construction Foreman, District 3 (21)
Dennis Reynolds, Highway Maintainer 2, District 2 (6)
William Snow, Maintenance Supervisor, District 3 (35)
Daniel Hapsis, Info Center Attendant 1, District 3 (29)
Jon Pridham, Bridge Maintainer 3, Bridge Maint. (10)



Greg Dow, who recently received his 25 year award, is a District 6 Patrol Foreman for the 605 patrol shed in Lee. He also serves as the District 6 safety officer. Pictured with Gregg are District 6 Engineer Mike Burlage and Commissioner Carol Murray.



SERVICE AWARDS

October through December 2004



30 YEARS

James Crummey, Turnpikes
Lindsey Gray, District 1
Brian Guyotte, District 3
William Hauser, Environment
George Leel, District 4
Joan Young, Finance & Contracts

25 YEARS

Albert Almasy, Turnpikes
Brian Charland, District 1
Kenneth Cogswell, Highway Design
Andrew Dame, District 3
Daniel Gelinas, Bridge Maintenance
Brenda Johnson, Finance & Contracts
Bernard Kimmel, Highway Design
Brian Kulacz, Materials & Research
Roger Lamontagne, District 3
Jared Rumford, District 6
David Spaulding, District 4
Jack Theodore, Traffic

20 YEARS

Brian Chase, District 3
Thomas Cleary, Materials & Research
Raymond Dingman, District 4
Stephen Dunn, District 4
Tony Elridge, District 3
Jonathon Hill, District 4
Steven Plourde, Mechanical Services
Priscilla Rice, Highway Design
John Ross, District 1
Duane Stone, District 1
Beth Walker, Turnpikes
Carroll Wright, District 1

10 YEARS

Donald Beaulieu, Bridge Maintenance
Todd Bellefeuille, District 4
Steven Blanchette, Finance & Contracts
Jean Brungot, Turnpikes
Roger Dandeneau, District 1
George Demers, Traffic
Duane Elkins, District 1
Jack Ferns, Aeronautics
Kyle Fox, Bridge Maintenance
Dennis Hinton, District 6
Nickie Hunter, Construction
Michael Joyce, District 2
Charles Lawrence, Construction
William Sheppard, District 3
Denis Switzer, Construction
Edward Truesdale, Highway Design
Wayne Verrill, Construction
Gary Williams, District 1

15 YEARS

Michael Curley, Transportation Planning
Michael Hatfield, District 1
Glenn Lamper, District 3
Carol LeClair, District 5
Priscille Lemire, Right-of-Way
John Nadeau, Mechanical Services
Hylan Nunn, District 5
Mildred Reynolds, Turnpikes

Homeland Security Project Wins New Hampshire Team a National Award



Those attending the ceremony for the AACPM Askew Award on September 2 were: (left to right) Alan Dobrowolski (Aeronautics), Michael Nawoj (Emergency Management), Charlene Farmer (NH Hospital), Chair of the AACPM Management Practices Committee, Glenn Davison (Planning), and Steve DuBois (Planning). Not present were award winners John "Chip" Johnson (Right-of-Way) and Preston King (Sweepstakes).

Three years after the September 11 attack on America, a six-member team of New Hampshire state employees has been recognized for excellence for their work on a project entitled "Response to a Homeland Security Incident".

The prestigious Askew Award for "utilizing best management practices" was presented to the team members by the American Society of Certified Public Managers in a ceremony at the NHDOT headquarters in Concord on September 2. Four of the six members of the team are Transportation Department employees - Glenn Davison (Planning), Steve DuBois (Planning), Alan Dobrowolski (Aeronautics) and John "Chip" Johnson (Right-of-Way).

The New Hampshire team's project identified vital components, resources, and key personnel necessary to implement a response to a homeland security crisis. The project's focus was the stakeholders, planning tools, resources and assets, and personnel within state government.

AACPM members represent more than 1,700 public sector managers throughout, state, county and local governments.

National Recognition for "Exceptional Environmental Stewardship"

The NH Department of Transportation has been recognized with a national "Exemplary Ecosystem Initiative Award" for its work on the NH Route 101 widening and improvement project.

The Federal Highway Administration presented the award for "exceptional environmental stewardship" for "ecological protection and enhancement." The award reads, "This multi-faceted plan associated with improvements to NH Route 101 from Epping to Hampton includes creation and preservation efforts for a 280-acre wetland complex."

The award was presented to Commissioner Carol Murray at the annual meeting of the American Association of State Highway and Transportation Officials (AASHTO) in Philadelphia in September.



This aerial photo shows the progress at the Pine Road mitigation site off NH Route 101 in Brentwood. The 128-acre man-made ecosystem was formerly a series of mined-out gravel pits.



Upper Valley Region Recognized as "Best Workplace for Commuters"



The Upper Valley Region of New Hampshire and Vermont is one of the best places in the country to commute to work.

The region along the Connecticut River Valley has been recognized by the Best Workplaces for Commuters Coalition (BWC) as one of only 11 regions singled out nationwide and the first rural-based district to be honored.

The Upper Valley District includes Enfield, Canaan, Lebanon and Hanover, New Hampshire, and Hartford and Norwich, Vermont. According to the EPA-led coalition, the area qualified "because of the strong commitment to alternative transportation spawned mass transportation choices instead of driving to work alone."

Among the current services and amenities available are:

- free Advance Transit shuttles for the 12A Plaza, Dartmouth Hitchcock Medical Center and Dartmouth College
- free weekday public transit connecting six Upper Valley towns via Advance Transit
- Park and Ride lots conveniently located near public transit routes and major commuting corridors
- Emergency Ride Home benefits for commuters who use transit, carpool, bike or walk to work
- free carpool matching for commuters in more than 74 New Hampshire and Vermont towns
- bike racks and handicap access on all Advance Transit buses

Also recognized for 2004 are four Upper Valley companies: Advance Transit, Dartmouth College, Dartmouth-Hitchcock Medical Center and Mascoma Savings Bank.

"Through transit subsidies, biking incentives and other offerings, these companies are spurring thousands of New England workers to leave their cars at home in favor of alternative commuting modes," said Robert Varney, regional administrator of EPA's New England Office, "and that is leading to twin benefits of improved air quality and reduced traffic congestion."



An Advance Transit makes its way through downtown Hanover, New Hampshire.



NHDOT District 5 employees work to clean up some unstable rock that was blasted and drilled on July 29 following a rockslide in heavy rain on July 28.

Rockslide on I-89 in Sutton Scrambles NHDOT Forces

It wasn't the Old Man of the Mountain, but Mother Nature has once again had its way with a rock formation in New Hampshire.

A heavy rainstorm apparently triggered a rockslide on Interstate 89 in Sutton at 1:00 am on July 28, sending about nine cubic yards of rock onto the rock slope. Two private vehicles were damaged when they struck rock fragments that were in the northbound passing lane.

A front-end loader from District 5 had removed the fallen rock by 8:00 am.

An inspection of the rock face by Dick Lane (Materials and Research) revealed several potential problem areas. On July 29, blasting and drilling work removed more unstable rock from the slope.

Steve Gray Looks Back Fondly on a 34 Year Career in Highway Maintenance

Editor's note: Steve Gray retired as the NHDOT's Administrator of the Bureau of Highway Maintenance on June 25 after nearly three and a half decades of State service. He is currently taking care of some carpentry projects at his family's homes and is doing some consulting work for the NHDOT. Steve and his wife Kathy were visited on August 4 by Lindsey Colburn, a Cazenovia College (NY) student (where she writes for the school newspaper) who has interned at the NHDOT for three summers.

There is little doubt that 34 years of experience with the NHDOT will leave one with much to look back on, including a wealth of late night, storm driven migrations from the house and plenty of cups of coffee.

But even then Steve Gray reflects on his time and smiles. The former State Maintenance Engineer retired June 25 and left behind a legacy of dedication to the job and devotion to the individuals working to get that job done.

Gray's expertise is perhaps most noted in the field of winter maintenance, where he was highly involved on the state and national level through AASHTO committees. "It's the biggest part of what we do at the Department," Gray noted.

"So much of our time, personnel, and resources go into it because it's such an important aspect of the job." After starting in maintenance in 1976, Gray became involved in both the vast amounts of research and development conducted regarding different elements of winter maintenance through the 80s and 90s and the incorporation of new technologies into the field. But what he prides himself upon most is not a piece of equipment.

For Gray, it is the people behind the work that makes the job so special. His admiration for the crews out working the long hours in poor conditions is no secret. "No doubt in my mind these guys are the best – on call from October to April for little extra pay, working through the long hours, health risks, family strain. I would put our guys up against anyone in the country when it comes to commitment and dedication to their jobs," he said proudly.

The work itself has always been important to Gray, though sometimes it means having to make personal sacrifices in all sorts of conditions. "I needed to be out with the troops," he noted.

"It's hard in this business, but I know with him family is always first, and he's so dedicated," said Gray's wife, Kathy. "He always gives 110 percent."

Like a good leader, Gray was not afraid to offer a guiding light in difficult times and impending budget cuts. "We must learn to be as efficient as possible," he began. "We have a certain standard of service we try to maintain. Eventually we will get to the point of reconciling our services with what we have to work with." But once again, Gray put his confidence in the maintenance crews and advised them "to be upfront with the public. These are guys that know their jobs and know better than anyone how to get them done the best way possible."

And at the end of 34 years with the NHDOT, what exactly is the one thing that stands out the most? "You miss the people that you work with, and how you can count on others to drop what they are doing to lend a hand during an emergency and get the job done," Gray reflected. "It's the people that you miss the most."

- Lindsey Colburn



**Kathy and Steve Gray
outside their Sunapee home.**

Work Begins at Site of New NHDOT Mechanical Services Facility in Concord *Construction Project Also Set to Begin on New Materials & Research Lab*

By the spring of 2006, the Mechanical Services and Materials & Research Bureaus will no longer be found at their long time homes on Stickney Avenue in Concord. Both Bureaus should be occupying new facilities on Route 106 and next to the NHDOT headquarters in the state's capital city.

Tree clearing began in July for the new 86,000 square foot building that will house Mechanical Services on ten acres adjacent to the Traffic Bureau on NH Route 106. The ten acre site will contain the Mechanical Services building, storage sheds, state and employee vehicle parking, and possibly a new fuel depot. The main building of the \$10 million project will be a single story structure housing the garage, administrative and shop areas.

The site work was bid separately in an effort to reduce project costs. That work is expected to be completed by November. Construction work for the building is scheduled to begin that same month, with a planned completion date of December 2005.

A similar construction schedule will also see the building of a new Materials & Research facility on Hazen Drive adjacent to, and independent of, the John O. Morton Building.

According to Project Manager Michelle Juliano (Public Works), this building will be a



Tree clearing work in late July signaled the start of work on a new NHDOT Mechanical Services Facility, which will be located on Route 106 in Concord near the Traffic Bureau.

29,318 square foot, two story structure that will house laboratory and administrative areas, as well as a garage bay for storing two NHDOT vans.

The new lab will have a brick facade and blue-green window trim to match the Morton Building. Construction on the estimated \$6 million project is also expected to begin in November 2004, with a completion date of March 2006.

Negotiations continue with the City of Concord regarding the planned future transfer of the Stickney Avenue facility and property to the city.

New NHDOT Materials & Research Facility



Pictured above is a drawing of the planned new \$6 million NHDOT Materials and Research facility that will be located next to the NHDOT headquarters (J.O. Morton Building) in Concord. The two story, 29,318 square foot building will house administrative and laboratory areas and a garage bay for two vehicles. This view is as you approach the main entrance of the Morton Building (right). Construction is expected to begin late this year.



LETTERS

On the Move

Editor's note: The following two letters were sent to Commissioner Carol Murray.

Town of Chesterfield, New Hampshire

June 24, 2004

We would like to take this opportunity to inform you of the fine service we received from two of your employees in District 4. We recently wrote to Douglas Graham, District 4 Maintenance Engineer, requesting that NHDOT evaluate the feasibility of establishing low or no salt sections on Route 63 and Route 9A near Spoffard Lake.

Mr Graham offered to meet with us at our regularly scheduled selectmen's meeting on June 10th. Jim Ray, a foreman at District 4, attended that meeting as well. Also in attendance were several citizens who live near Spoffard Lake. Both Mr. Ray and Mr. Graham were well prepared and cognizant of the concerns of everyone about the use of salt around the lake. They politely and patiently answered all questions from those in attendance. They explained to everyone how road salt is used and monitored during the winter snow events and how they make an extra effort to minimize road salt use near the lake whenever possible.

We appreciate that NHDOT is balancing the need to keep the state roadways open during the winter with the need to protect the environment. We are pleased that two of your employees took the time from their busy schedule to meet with us on a Thursday evening. We want to make you aware of the responsiveness and professionalism we received from these two gentlemen. Thank you.

Chesterfield Board of Selectmen
Chester Greenwood, Chairman

The State of New Hampshire Supreme Court

On Sunday morning, July 25, at about 11:15, two very nice guys from the Bureau of Turnpikes saved me when I ran out of gas just outside the Hooksett tolls on my way to Manchester. Their names are Wayne Massey and Ronald Tosh. I wanted to let you know that these two men present a very positive image of our state work force, and your department, and I thought they deserved some recognition.

As my Jeep started to sputter, and I pulled over to the side of the road, I saw their orange DOT truck behind me in the breakdown lane and waved them down. Turns out they had a can of gas in their truck and they offered to give me some so I could make it to the nearest service station. I apologized that I didn't even have any cash on me to offer and they said they didn't expect anything. Needless to say, I was extremely appreciative of their help and friendliness.

As a fellow state employee, I want to thank Mr. Massey and Mr. Tosh, not just for helping me out of a jam on the highway, but for demonstrating that New Hampshire should be proud of the men and women in state service who make our lives here work every day, even in just small ways.

Laura Kiernan
Public Information Officer

July 16, 2004

We live in Stratham, just north on #108 from the "Circle". What you folks have done to enhance the beauty of our area and along many other highway locations is really SUPERB!!!

The seeding of so many beautiful wildflower beds is beyond belief. Just wanted to say THANK YOU VERY MUCH. Keep up the great endeavor.

Pete and Della Darling
Stratham, NH

July 13, 2004

Just a note to say what a pleasure it was to work with Rene Fish and Bob Stocker on our dilemma with our driveway and drainage problem at 6 Hill Road in Acworth, NH. These gentlemen were professional and very understanding of our concerns. They are indeed a credit to the Department of Transportation.

*Audrey & John Putnam
Acworth, NH*

Editor's note: Rene Fish is the District 4 Access Supervisor and Bob Stocker is Highway Patrol Foreman in Charlestown (401).

Work Zone Safety Radio Campaign Wins National Award



A work zone safety radio campaign that featured the voices of seven NHDOT employees has won top honors in a national competition.

The "Voices of Transportation" entry received a First Place Award in the "Audio PSA without consultant" category at the National Transportation Public Affairs Workshop (NTPAW) in Denver, CO on August 15.

The judges' comments included: "This Public Service Announcement is great. The radio outlets are perfect for getting the message out to commuters. Excellent job. The spot was clear and concise and hammered home the message."

Rhode Island was the only other New England state to win an award in the competition that had entries from 28 states.

The two 60-second public service announcements aired on radio stations across New Hampshire between May and August.



More Letters

August 13, 2004

Our company, J.P. Carrara & Sons in Middlebury, Vermont produces concrete beams used in bridge construction throughout New England and New York. In most cases, these beams, because of their length and width, require oversize permits for shipping.

Having dealt with all the permit departments of the various New England states, as well as New York, I wanted to communicate to you that our experience with your permit department has consistently been far more satisfactory than that of any of the other states.

Specifically, Kris and Mary have always been extremely knowledgeable, helpful, considerate and patient no matter what the circumstance that has led me to call them. Permitting an oversize load, especially a superload, is not always a simple matter, yet Kris and Mary have always made it an efficient and pleasant experience. It is a comfort knowing that anytime our company needs to ship an oversize load into New Hampshire, we have Kris or Mary to help us do it the right way.

Thank you.

Bill Townsend
Middlebury, VT

Editor's note: Mary Tirrell and Kristin Morgera work in the Permits Section of the Highway Maintenance Bureau.

May 14, 2004

We would like to take this opportunity to congratulate your entire organization for working with us and thereby making the construction of the Chesterfield-Brattleboro Bridge the success that it was. From the start of the project to its completion, there were never any obstacles too big for the team to overcome. Personally, this project was one of the most satisfying I have ever been associated with and this was due in large part to the experience and oversight of Phil Kohler (Construction Bureau). Phil worked with our superintendents, engineers and subcontractors to get the project done.

Your design group should also be congratulated on a beautiful looking bridge that fit together just like it was shown on the drawings with very few issues. The environmental concerns were adequately addressed prior to the start of construction as well as potential problems with abutting property owners.

We look forward to our next opportunity to construct a project in your region.

Chet Muckenhirn
Cianbro Corporation
Bloomfield, Connecticut

Editor's note: The above letter was sent to the NHDOT's Bureau of Construction.



NHDOT People

Jean Blais (District 6) - First NHDOT Female Patrol Foreman Retires



Friends and co-workers wished Jean "Carol" Blais a long and happy retirement at a reception at the District 6 Office in Durham on July 29. Jean retired from the 604 Patrol Shed in Northwood after more than 22 years of state service. According to District 6, she was "the first hired and first retired female patrol foreman" at the NH Department of Transportation. Pictured above with Jean is District 6 Engineer Mike Burlage.

On the Move

A special first birthday party for Trinity Matthews



Julie Matthews (Highway Design) had plenty to celebrate when she brought daughter Trinity to the Morton building to share a first birthday party with co-workers on July 8. Trinity spent the first two months of her life in a Boston hospital and has already had three operations to improve the blood flow in her heart. Mom reports Trinity is now doing very well, and she certainly did not appear to mind all of the attention at her party. Julie, her husband Glenn, and daughters Shea (6), Skylar (4) and Trinity (1) live in Concord.



Douglas Winterle (Right-of-Way) passed away on August 20 after a four month battle with cancer. He had been working as a Supervisor 3 in the Property Management Section since joining the Right-of-Way Bureau in January, 2003. Doug began working for the NHDOT as a seasonal employee in the Traffic Bureau, then moved on to the Construction Bureau in June 2002 as an Engineering Technician 2. The 54-year old Barnstead resident "was a friend to all and will be greatly missed." Donations in Doug's memory can be sent to the South Barnstead Christian Fellowship Food Pantry, c/o Pastor John Newman, 595, S. Barnstead Rd., Barnstead, NH 03225.

Service Award



Fred Pryor (Materials and Research) receives his 35 year service award from Bureau Administrator Alan Rawson (right). According to Alan, Fred is committed to his work and "loves his job" as Geotechnical Chief. Fred Pryor is the grandson of the late F.E. Everett, who was the first commissioner of the New Hampshire Highway Department.

The World According To Mikey



Anyone who thinks engineers are boring never met Mike Donahue. The Bradford resident, who retired from the NHDOT (Highway Design-Consultant Section) in June after 28 years of state service, has always had a style and a language all his own. And they were anything but boring.

Mike Donahue may not have realized it, but those he worked with kept an ongoing mental list of some of the most memorable expressions that he uttered in his nearly three decades in the Morton Building. Many were compiled by Bill Oldenburg into a Powerpoint presentation that had everyone laughing at a farewell gathering. For those who missed the event, and at the risk of offending someone, here's a sampling of some "Mikey-isms" that are arguably suitable for reprinting in an agency newsletter.

Mikey-ism

AAAALLL RIGHTY THEN!

Bad Dope

Shoo-Be-Do-Be-Do

Humdicking and half-stepping

Bob and Weave through the bureaucratic maze

Bone Garden

Swampguys, also "Bugs and bunny people"

Dirt Shop

Budge and Fudge

Techno-Weenie (signal, traffic, CADD)

That's a lot of up!

La-La Land

Land of Nod

Cha-ching!

Mr. Near-Death

Translation

Let us begin.

Inaccurate information and/or direction resulting in plans that are all screwed up.

Things are progressing remarkably well.

Artfully dancing around an issue without providing any useful information or accepting any blame or responsibility; a necessary skill for senior consultant personnel or project managers.

A specific form of humdicking and half-stepping.

Usually a tract of land that is subdivided into very small plots where human remains are deposited, i.e. a cemetery.

Representatives of the NHDOT's Environment Bureau (swampshop), as in "Do you Swampguys have any issues with this project?"

Bureau of Materials and Research

Bureau of Budget & Finance, now Finance & Contracts

Anyone proficient in one of the high technology specialties.

A really high bridge.

Land of make-believe, the source of preliminary cost estimates.

State of partial consciousness reached during lengthy, unproductive technical meetings or seminars, especially after lunch.

Heard only by Department personnel when listening to consultants explain why necessary design work is "out of scope" or "more complicated than anticipated".

Pet name of any number of people with little or no personality and/or communication skills.

"Not Survey" Team Runs Away From the Field to Win 15th Annual Commissioner's Cup



The 2004 NHDOT Commissioner's Cup belongs to the "Not Survey" team of (l to r) Bob Landry, Ron Woods, Al Cilley and Keith Lemire. In addition to their tourney title, the foursome won a few closest-to-the-pin prizes.

When the word got around that the "Not Survey" team was a blistering ten under par after nine holes, the other 35 teams in the 2004 Commissioner's Cup sensed they were now battling for second place.

While they cooled off a little, the team of Bob Landry, Ron Woods, Al Cilley and Keith Lemire still held on for a two shot victory at the 15th annual NHDOT event held September 8 at the White Mountain Country Club in Ashland.

Finishing a strong second at 10 under was the District 5A team of Hiram Morrill, Jack Towle, Art LaPointe and Rich Radwanski.

Four teams came in at eight under par with the order of finish determined by a tiebreaker. Third place was awarded to the District 3A team of Ken Kyle, Doug Dowie, Art Fecteau and Bryant Bullard.

1st Place (59)

Not Survey

Al Cilley
Keith Lemire
Ron Woods
Bob Landry

2nd Place (61)

District #5A

Hiram Morrill
Jack Towle
Art LaPointe
Rich Radwanski

3rd Place (63)

District #3A

Ken Kyle
Doug Dowie
Art Fecteau
Bryant Bullard

4th Place (63)

Design

Wayne Clifford
Bob Davis
John Butler
John Robinson

5th Place (63)

IT Services

Bill Cyr
Jerry Romano
Bob Richards
Dennis Herrick

6th Place (63)

Administration 2

Butch Knowlton
Mark Hodgdon
Bill Boynton
Bob Barry

**2004 Tournament
Committee**

Bob Davis
Al Cilley
Randy Talon
Tobey Reynolds
Bill Cyr
Wayne Clifford
Dennis Herrick



Among the foursomes competing in this year's tourney was the Highway Design team of Bill Oldenburg, Alex Vogt, Mike Soper (Planning) and Jerry Moore (Planning).

Roadside Nostalgia

Editor's note: They were a part of the roadsides along two-lane highways in America for almost 40 years. At the height of their popularity in the 1950's, there were 7,000 Burma-Shave signs across the country. The signs did more than just pitch a brushless shaving cream. The familiar white on red signs, lined up in groups of four, five or six, also mixed in humor, safety tips and fun. As one website dedicated to the memory of the signs says, they "were as much a part of your family trip as irritating your kid brother in the back seat of the car. You'd read the first one, then another, anticipating the punch line on number four and the familiar Burma-Shave on the fifth." Here's a sampling of the messages.



If You Didn't Know
Whose Signs These Are
You Can't Have
Driven Very Far
Burma-Shave

Thirty Days
Hath September
April, June
And The Speed Offender
Burma-Shave

If You Drive
While You're Drunk
Carry Your Coffin
In Your Trunk
Burma-Shave

Her Chariot Raced
At 90 Per
They Hauled Away
What Had Ben Hur
Burma-Shave

Drinking Drivers
Nothing Worse
He Put The Quart
Before the Hearse
Burma-Shave

Listen Birds
These Signs Cost Money
So Roost A While
But Don't Get Funny
Burma-Shave

You Can Beat
A Mile A Minute
But There Ain't No
Future In It!
Burma-Shave

Is He Lonesome
Or Just Blind
That Guy Who Drives
So Close Behind
Burma-Shave

The One Who Drives
When He's Been Drinking
Depends On You
To Do His Thinking
Burma-Shave

If Daisies Are Your
Favorite Flower
Keep Pushin' Up Those
Miles-Per-Hour
Burma-Shave

At School Crossings
Heed Instructions
Protect Our Little
Tax Deductions
Burma-Shave

Twinkle, Twinkle
One Eyed Car
How I Wonder
Where You Are
Burma-Shave

Spring Has Sprung
The Grass Has Riz
This Is Where
Last Year's Drivers is
Burma-Shave

It Would Be More Fun
To Go By Air
But We Can't Hang
These Signs Up There
Burma-Shave

They Missed The Turn
Car Went Wizzin
Fault was her'n
Furneral his'n
Burma-Shave

Around The Corner
Lickety Split
Beautiful Car
Wasn't It?
Burma-Shave

Little Bow Peep
Was Driving Her Jeep
She Fell Asleep
Now's Counting Sheep
Burma-Shave

A Darn Good Driver
With Lots of Nerve
Still Won't Pass
While Rounding A Curve
Burma-Shave

Angels Who Guard You
When You Drive
Usually Retire
At 65
Burma Shave

Trains Don't Wander
All Over The Map
Cause Nobody Sits
On The Engineer's Lap
Burma Shave

Roads Once Traveled...



This 1963 photo shows the State Highway Department's display at the 5th annual "UNH Industry Week" in Durham.

The big board gives updates on the status of interstate highway construction across New Hampshire. A sign on the board reads, "Built to the highest standards of modern highway design and construction, the interstate system will save lives, time and money, relieve traffic congestion and driver tension, open up beautiful new scenic vistas and industrial development, increase real estate values, and bring more tourists and goods into New Hampshire."

At the time this photo was taken, 97 miles of interstate were open, and 40 miles were under construction.

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